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The Daily Press.

HONGKONG, JUNE 26th, 1912.

ONE of our contemporaries published in Japan has printed a remarkably candid article, written by a Japanese, containing a general view of the attitude of Japanese towards foreigners, from which it would appear that the Japanese still retain strong traces of the feelings which the advent of the foreigners first excited. It is not a very difficult task to imagine what those feelings must have been. Let the Englishman imagine a number of people of a different colour coming to their shores, claiming the right to trade with them and also the right to build houses on special principles and generally to follow their alien customs in complete disregard of the customs of the country. Such a position obtains at San Francisco, where the Chinese form an alien group quite removed from the rest of the population, with results that are well-known. Even if it be granted that the customs of the Europeans at the open ports of Japan could not be compared with those of the Chinese at San Francisco, inasmuch as the former showed a higher form of civilisation and organisation, it has still to be remembered that the Japanese were at first quite ignorant of this fact. They merely saw a community of people in their midst who followed customs totally at variance with their own. This strangely coloured people of alien habits was naturally regarded with suspicion and contempt. In England the tendency of the mob to throw half a brick at a foreigner, and the generally contemptuous meaning which the word "foreigner" has gained, show that even the most cosmopolitan country in the world may still retain sufficient race-prejudice to affect the less-educated part of its population. It is hardly surprising therefore that Japan should retain even to-day some of her

exclusiveness; that the foreigner in out-of-the-way parts—sometimes even in the streets of the capital—should have more or less insulting epithets called after him; and that foreigners should be referred to in private conversation by an epithet more picturesque than polite. The only foreign people with which the Japanese came in contact for any length of time were the Ainu, and it was therefore natural that they should transfer the epithet generally used to show the difference between themselves and the race they supplanted to the foreigners from the West, who were also described as "hairy barbarians." In these circumstances it was also, perhaps, natural for the Japanese—more especially the uneducated—to hold other ludicrous beliefs as to foreigners, such as that they had tails like dogs, which accounted for their mysterious reluctance to show themselves naked; that they did everything with the left hand; that they never washed their bodies, and so on. Further, the strong features of the Westerners seemed inexplicably harsh to the Japanese, accustomed to their soft type of countenance, and gave the impression that they were cruel, remorseless and savage. On the other hand, the colour of the skin was greatly admired, and the children, whose softer features were after the heart of the Japanese, appeared to them as angels. Further "the smell of the foreigners" was extremely objectionable to the Japanese, whose sense of smell and taste seem abnormally developed, although their senses of hearing and sight are deficient. Japanese food to a foreign palate appears insipid, while foreign food to a Japanese is too highly flavoured. The stronger diet of Westerners is no doubt the cause of the higher odour which the Japanese found objectionable. The writer of the article referred to above admits that in spite of these drawbacks some advance has been made in a mutual understanding between Japanese and foreigners, but contends that still at heart the Japanese wishes to have nothing to do with the foreigners, whose mental and spiritual life is contrary to their nature and development. He is never introduced into the Japanese home because his manners towards women are not what Japanese etiquette demands; while his failure to observe Japanese customs, though met with smiles, is at heart resented. The foreigner therefore remains a "foreigner"—a member of an alien world. Probably the writer, however, would have found some exceptions, even in his own circles of acquaintances, for it is certain that a foreigner who takes the trouble to acquire a knowledge of Japanese etiquette and customs and who maintains the respectful behaviour which he would adopt on being introduced to the home circle of one of his compatriots, is by no means shut out from Japanese family life, but is, on the contrary, welcomed as an amusing and instructive guest. Recently a great authority on the Chinese complained of the total disregard of the foreigners in China to Chinese manners and customs, pointing out that the Chinese efforts at politeness in the only way they knew how were more or less ignored. In the same way Japanese etiquette is more or less ignored by foreigners, often with the result that the Japanese, themselves a most punctilious people, are led to think that foreigners have no rules of politeness at all. This is the main cause of the distant attitude towards foreigners, and one which rests with the foreigners to overcome. There seems a general tendency among foreigners to regard any concession towards Oriental customs as a decline to a lower state of civilisation. The view, however, depends upon how civilisation is defined—whether it consists of tables and chairs, knives and forks, bedsteads and all the other paraphernalia of the West, or in that nice adjustment of the individual life to the social organisation which results in the greatest good to the greatest number.

A Chinese watchman in Manila died there from plague last week.

The visitors at the City Hall Museum last week numbered 3,144, and visitors to the Library 587.

The German gunboat *Luchs* came down from Canton yesterday and left last night for the Paracels for the protection of the German steamer *Quinta* which is ashore there.

An excellent group photograph of the gentlemen invited to the recent luncheon at Government House to meet Sir Charles Eliot, K.C.M.G., Principal of the Hongkong University, was taken by Mee Chung.

In view of the near approach of July 4th the Municipal Board of Manila has issued announcements that the Ordinance which prohibits the explosion or use of firecrackers and all other fireworks within the limits of the city of Manila will be strictly enforced.

A *Gazette Extraordinary* will be issued to-day notifying that Monday, July 1st, will be a Bank Holiday.

Capt. C. A. James of the 126th Baluchistan Infantry has been granted six months privilege leave from to-day, on the recommendation of a medical board.

At the Magistracy yesterday a Chinese was charged with obtaining money by false pretences. He was alleged to have collected subscriptions for a hospital which did not exist. Inspector Kerr, who prosecuted, said that \$1052 had been collected since 1909. Evidence was heard, and the case remanded.

A Japanese steamer named the *Ken-kon-maru*, No. 5, rescued off the coast of the Philippines last week a quarter-master launch carrying six passengers and thirteen members of the crew. The launch was bound from Zamboanga for Isabela on the island of Basilan. About 15 miles out the engine broke down, and the launch began to drift seaward. The Japanese steamer, which was bound for Wuydham, Australia, responded to the distress signals and towed the launch back to Zamboanga.

The Philippine government has made several small purchases of rice, and its appearance at the market has markedly disturbed the local dealers in the staple, says the *Manila Times*. It is reported that several dealers, refusing to stand the chance of being squeezed by the government forcing the market down, have cancelled their forward orders, but the government denies that its operations have been sufficient to alarm any dealer and reaffirms its intention to keep out of the market in a large way unless circumstances compel its intervention.

SUICIDE AT AMOY.

We regret to learn that Mr. C. Berkeley-Mitchell, Secretary to the Municipal Council and Superintendent of Police at Kulangsu, Amoy, was found on Thursday last dead, as the result of a gunshot wound in the head, and that, to all appearances, it was a case of suicide, though the motive for the act is stated to be unknown. Mr. Mitchell was formerly in the Royal West Kent Regiment and had served with the regiment in Egypt, South Africa, Ceylon and Hongkong. He went through the South African war and his decorations included the Queen's S.A. medal with three clasps, the King's S.A. medal with two clasps, and the medal for long service, in September, 1906, on being appointed to the position at Amoy, which he has held ever since. Mr. Mitchell leaves a widow to mourn his loss, and in her sad bereavement she will have the sympathy of many friends in Hongkong and the China coast ports.

FIRE IN MANILA.

WATSON'S BUILDING GUTTED.

A fierce fire broke out on Friday night in the Watson building on the Escolta, Manila. The outbreak was discovered in the second-storey storerooms of Messrs. A. S. Watson & Company's soda-water factory.

The *Cablenews* of Saturday says:—Up to the hour of going to press it was impossible to get accurate statements of the damage and loss occasioned by the fire, although every occupant of the building suffered. Dr. Merchant, whose fully equipped dental parlours occupied the front suite of rooms overlooking the Escolta, stated that his insurance policy expired during a recent visit to China, and that he had neglected to have it renewed. His is a total loss, and will amount to about 15,000 pesos.

The Sales Publicity Company, whose offices adjoined the storeroom, which the fire was first discovered, suffered the total loss of their files, records and office furniture, which were fully covered by insurance.

Clarke & Company, opticians, occupied a suite of rooms in the front of the building. Their entire plant was destroyed, including many valuable instruments, machinery, and stock. Their records also were badly damaged. The office of the International Correspondence Schools, adjoining that of Clarke & Company, was completely gutted.

The Philippine Monthly quarters, adjoining the Clarke suite, were burned out. The offices of J. L. Pierce, Peter Wall, T. L. McGirr and A. J. Burke, all facing on the alley north of the building, were either gutted by the fire or seriously damaged by water.

Probably the heaviest loss will be sustained by the Philippine Drug Company, whose handsome store was practically wrecked by the flood of water, from above, but undamaged by the fire.

All of the combustible material in the factory of the A. S. Watson Company was burned, and the plant damaged to a considerable extent.

Rio de la Plata suffered practically no fire loss, but has a water-soaked stock, on which the damage has not been estimated.

The entire loss by fire and water, including damage to the building, is estimated to be approximately 200,000 pesos, although no accurate or authoritative figures were obtainable before going to press.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

BRITISH BUDGET SURPLUS.

REDUCTION OF THE NATIONAL DEBT.

ONE MILLION FOR THE NAVY: HALF MILLION TO ASSIST UGANDA.

LONDON, June 25th.

In the House of Commons yesterday Mr. Lloyd George, Chancellor of the Exchequer, speaking on the Budget resolutions, reminded the House that there were two contingencies regarding the disposal of the surplus of six and a half millions when he made the budget statement. The first was whether the coal strike would cause a loss of revenue in consequence of the decreased consumption. He was able to say that such was the buoyancy of trade that the estimates of the revenue given at the beginning of the year would be well within the mark, and probably there would be a margin. Consequently, it was not necessary to draw upon revenue at all to meet the ravages caused by the strike. The other contingency was the possible increase in the demands by the Admiralty upon the Exchequer. Mr. Churchill had stated quite clearly that he based his Estimates upon the assumption that the German navy law would remain unaltered. There was a Bill before the Reichstag at the time for a very considerable addition to the provision made by the old navy law. Since then the Bill had become an Act of Parliament. It was no longer a contingency, but a fact, with which we are confronted. This new Law provided additions, spread over six years, in the naval programme, amounting in the aggregate to ten millions sterling. Mr. Churchill would in due course submit supplementary estimates. It was not for him to anticipate Mr. Churchill's statement, and he only referred to it so far as was necessary to explain the financial statement which he was now making. This year the additional sum for which Mr. Churchill would ask would not exceed £1,000,000, but further heavy payments would fall due in the subsequent years as a result of the programme Mr. Churchill found necessary to outline. That left a balance of five and a half millions not disposed of. There was a new item of expenditure which he proposed to recommend to the House. It had reference to the expansion and development of the resources of East Africa and Uganda. The Colonial Office were pressing the Exchequer for an advance for the further development of that exceedingly rich country. He had recommended a year or two ago that a portion of the surplus should be expended on the extension of railways in Uganda and the Protectorate and for the construction of a deep-water pier and jetty. There was no doubt at all about the enormous possibilities of that great country. (Cheers.) There was an increase from year to year of the products which were coming from that quarter, especially cotton and wheat. It was undoubtedly to the interest of Great Britain to assist every new cotton producing country. The lesson we had in the shortage from America last year of the injurious effect upon our cotton industry showed that it was a dangerous thing to rely exclusively upon a particular source of supply for one of the most important industries. Having given figures relating to the exports from Uganda of cotton in recent years, Mr. Lloyd George said that this year it was expected that there would be 105,000 cwts. exported from Uganda. Last year for the first time there were exports from the Protectorate also. The railroads, steamboats, and piers were quite inadequate for the development of that new source of supply. There were reports to the Colonial Office that produce were rotting on the wharves and platforms for lack of carrying capacity and storing room. They wanted a large number of engines, carriages, and stores; also the development of roads, especially in the district of Lake Kioga. That was one of the most promising districts of the whole Empire for cotton growing. He was told that owing to the lack of

[THROUGH REUTER'S AGENCY.]

road accommodation the natives could not bring their produce to the Lake. The natives were much discouraged because, having produced cotton under the stimulus of great promises, they found it very disappointing that they could not get their cotton away. It was proposed there should be an advance to the Colonial Office of half a million at a fairly remunerative rate of interest. The rate was yet to be settled, but he thought the rate charged for the last loan was 3½ per cent. with one per cent. for the sinking fund. The remaining five millions would be devoted to the redemption of the National Debt. The total reduction of the National Debt by the present Government, including these five millions, would be £78,184,000. He asked as a matter of fair play when comments were made as to the price of Consols adverse to the Government that the figures of the reduction of the National Debt should be given as well.

THE OPEN GOLF CHAMPIONSHIP.

LONDON, June 25th.

To-day the leaders in the Open Golf Championship are:—Ray, 143; Vardon, 147; Braid, 148; Duncan, 148; Thomson, 150; Taylor, 151; Massy, 151; Mayo, 153; and Fotheringham, 153.

LATER.

At Muirfield the first round of the competition proper ended: Ray, 71; Duncan, 72; Horne and Thomson, 73 each; Ayton and Massy, 74 each; Taylor, Vardon, Toia, Ball, Leach, and Fotheringham, of South Africa, 75 each.

SUFFRAGETTES RELEASED.

LONDON, June 25th.

Mr. McKenna announced in the House of Commons that Mrs. Pankhurst had been released, the medical officer reporting that her heart was insufficiently strong for forcible feeding.

A later message states that Mrs. Pankhurst was released after a hunger strike of five days. She was in a very weak condition.

Mrs. Pethwick Lawrence is also ill, being forcibly fed.

LATER.

Mrs. Pethwick Lawrence has also been released.

OBITUARY.

LONDON, June 25th.

The death is announced of Sir John Campbell, popularly called "The Father of New Zealand."

TEST CRICKET.

ENGLAND v. AUSTRALIA.

LONDON, June 25th.

At Lord's the third test match of this season was commenced in hot weather and before an attendance of 18,000. A thunderstorm and showers interfered with the play. England made 211 runs for the loss of four wickets. Rhodes scored 50 and Hobbs 107.

DEATH OF THE DEFENDER OF LADYSMITH.

LONDON, June 25th.

Field Marshal Sir George White, who is best remembered for his part in defending Natal and in resisting the Boer attack on Ladysmith, is dead.

THE NEW GERMAN MINISTER.

LONDON, June 25th.

Count Bieberstein had an audience with the King at Buckingham Palace and presented his credentials.

THE OLYMPIA HORSE SHOW.

LONDON, June 25th.

At the Horse Show His Majesty presented the King Edward gold cup to the Russian officers and congratulated them on their magnificent performance. France was second and England third.

REFORMS IN TURKEY.

LONDON, June 25th.

A Constantinople message states that the Minister of the Interior projects the establishment of a corps of inspectors to control the officials of the vilayets throughout the Empire, beginning in Macedonia. They will rank after the valis. He proposes to engage Englishmen.

[THROUGH REUTER'S AGENCY.]

THE LOAN TO CHINA.

TO EXTEND OVER FIVE YEARS.

LONDON, June 25th.

Reuter's Agency learns that care has been taken to eliminate everything of a political character from the Chinese Loan Agreement. Consequently it contains no reference to the special interests of Russia in China, but it is not yet ascertainable whether the Russo-Japanese reservations in this respect will still be maintained or withdrawn. While the general idea is to lend sixty million sterling, the Groups are in no wise bound to that sum. When, how and to what extent the advances are to be made will depend on how far, in the opinion of the bankers, they are warranted by the situation in China. In any case, the loan will probably be spread over a period of five years.

"THE TIMES" PESSIMISTIC.

LONDON, June 25th.

The *Times* of yesterday had an article upon the condition of China and the proposed loan. The journal asks: What can be the value of the safeguards for the legitimate expenditure of the loan when the Central Government is inadequate to enforce the most solemn treaty obligations upon the provinces? It proceeds to deprecate the hasty hawarding of British money on the mere chance that things may ultimately come right. Still less do we wish to see British financial interests further involved at the risk of finding ourselves ultimately drawn into active intervention for their protection.

GREAT BRITAIN AND CHINA.

THE QUESTION OF RECOGNITION.

LONDON, June 25th.

Mr. Acland, the Under Secretary for Foreign Affairs, speaking in the House of Commons with reference to the prohibition of the Indian Opium trade, said that the inability of the Chinese Government to enforce the observance of the recognised Treaty obligations, both in this and other matters in the Provinces, must, so long as it continues, delay Great Britain's recognition of the new Government.

AFFAIRS IN TIBET.

LONDON, June 25th.

Mr. Montagu, Under-Secretary of State for India, in the House of Commons, replying to Sir J. D. Rees, who asked whether it was proposed to adopt measures to bring the present unsatisfactory state of affairs in Tibet to a conclusion, stated that it was not proposed to take steps of the kind suggested. There had been no change of policy on the part of His Majesty's Government.

THE FRENCH STRIKE.

LONDON, June 25th.

A Marseilles telegram states that all strikers have decided to boycott all steamers manned by naval men.

AMERICAN PRESIDENTIAL NOMINATIONS.

LONDON, June 25th.

Mr. Roosevelt's platform asserts that it is imperative that the government should return into the hands of the people instead of remaining in the hands of the privileged few. He declares for women's suffrage, tariff direction under the control of a tariff board, control of the trusts by a national commission, and the revision and strengthening of the monetary laws.

LATER.

Reuter's correspondent at Baltimore telegraphs that the Democratic National Committee has ratified the chairmanship of Mr. Parker, against whom Mr. Bryan appealed to the party.

THE KIEL REGATTA.

LONDON, June 25th.

Reuter's correspondent at Kiel telegraphs that the regatta is concluded. Englishmen, including Sir Thomas Lipton with his yacht *Shamrock*, were first in three out of the four races yesterday.

At a banquet held in the evening the Kaiser dwelt on the progress of yachting in Germany since the Imperial Yacht Club was established twenty-five years ago and on its usefulness in producing a splendid body of seamen. They were indebted to English skippers and crews who sprung from the people at the head of yachting.

SUPREME COURT.

Tuesday, June 25th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HON. MR. REES DAVIES, K.C.).

THE SIAK INDRAPORA CONCESSIONS LIMITED.

An interesting case was heard in which Dr. Nijhuis, of Shanghai, made an application for an order setting aside the resolution for voluntary winding up of the Siak Indrapora Rubber Concessions, Ltd., passed by a general meeting of the shareholders, and for an order for the compulsory winding up of the company.

The petitioner conducted his case in person, while Mr. Eldon Potter, instructed by Mr. Stevenson of Messrs. Deacon, Looker & Deacon, appeared for the respondent, Mr. J. E. Bingham, the liquidator appointed by the company.

Petitioner in opening read affidavits, in the course of which he said that he was the creditor of the Siak Indrapora Rubber Concessions, Limited, for a very large sum, as had been alleged in his statement of claim filed in his action No. 73 and in his petition in the above mentioned matter. On January 6th, 1911, an extraordinary general meeting of the shareholders in the Siak Company was held, of which notice had been given to all shareholders except to Johannes Lucius Van Laer, a registered shareholder of 25,000 shares, and which notice had been given for the purpose of considering and if thought necessary passing the following resolution:—"That the company be wound up voluntarily and that Mr. J. E. Bingham, of Messrs. Lowe, Bingham & Matthews, of Shanghai, be, and is, appointed liquidator for the purpose of such winding up." At the meeting, however, the chairman separately put to the shareholders the two following resolutions:—

(1) "That this company be wound up voluntarily."

Which resolution was carried unanimously.

(2) "That Mr. C. H. Bell be appointed liquidator."

This resolution was carried by a show of hands, but was afterwards lost on a poll being taken on the demand of the petitioner, whom the directors had made believe was still a shareholder on account of the 25,000 shares, though he had duly applied on September 26th, 1910, for their transfer to Johannes Lucius Van Laer, the transfer being registered on October, 1910. Petitioner verily believed that the said resolution for the winding up of the company was invalid. Continuing, the petitioner claims that Mr. J. E. Bingham is liable to the Siak Company for damages to the extent of more than £100,000 suffered by the company through his misconduct, as he in his capacity of liquidator falsely caused the transfer of three leasehold properties with annexes, which he knew the Dutch Company had already sold to another Dutch Company as security for a debt and was bound to deliver them. The liquidator neglected to sue three directors of the Siak Company who authorised the issue of a false prospectus, for damages suffered by the company. The liquidator has at present in his possession about 300,000 taels cash, and 500,000 bearer bonds in the said Dutch Company which he caused to be worthless and he intends to distribute the cash assets as soon as possible. Petitioner verily believes that his interests as creditor will be strongly prejudiced by Mr. J. E. Bingham remaining in the possession of the assets of the company and that it is very urgent to prevent the distribution thereof to the shareholders.

Petitioner also read the affidavit of Mr. Bingham in reply to the foregoing denying that the petitioner is a creditor of the Siak Company nor has he any lien on their assets. By virtue of the judgment dated March 27th, 1912, of His Britannic Majesty's Supreme Court of China and Corea in Shanghai, it has been found upon taking the accounts, directed by the judgment, that the said Gerrit Van Nijhuis is indebted to the Siak Company in the sum of Taels 98,437.50 and Guilders 10,780, and further that he is liable to pay the costs, which have been incurred by the liquidator in the action brought by him in the said course, which costs were taxed on May 9th and allowed at \$7,518.85.

Defendant denied that he was neglectful of his duties as liquidator of the company and stated that he had been put to considerable expense and litigation in Shanghai and elsewhere by reason of the action of the said Gerrit Van Nijhuis and covering a period from his appointment on January 25th, 1911, up to the date of the affidavit. He further denied that he had attempted to conceal the facts regarding the transfer of 25,000 shares to J. L. van

Laer, or that he had made any false pretence whatever with regard to the sale of the property, and asserts that he is the only person who can legally effect the sale.

His Lordship, interrupting the petitioner when reading his reply to Mr. Bingham's affidavit, said—You do not expect any judge is going to accept statements of that kind, having regard to the finding of the learned judge at Shanghai. They contain all sorts of charges of fraud and criminal offences. Do you expect any judge to accept these, having regard to the recent finding of the Shanghai Court, which I have carefully read?

The Petitioner—Your Lordship, the judge has not read—

His Lordship—I should have been very much surprised if any learned counsel had appeared for you here to-day on such an affidavit. It is simply a mass of charges of fraud. It is a most extraordinary proceeding, and perfectly foreign to a British Court. Go on. You can read it, but you can't expect me to attach any importance to it.

Petitioner, having finished reading the affidavits, said his petition was based upon the Companies Ordinance of 1911, section 132.

His Lordship—Before you expect me to entertain this petition you have got to show me a strong claim to have this order set aside, that you are a creditor of the Company, and that it will be to the interest of the creditors as a whole to set aside the voluntary winding up and have it wound up compulsorily by the Court. That is what you have to show me.

Petitioner added that this petition was in connection with several actions which he had brought in that Court. He proceeded to outline the causes leading up to the action.

His Lordship—You are going into the history of this case. I don't see how that affects the petition.

The Petitioner—I have to prove that I am a creditor.

His Lordship—You are now going into the history of the action. What you should do is to give me reasons in support of your petition that the voluntary winding up should be set aside.

The Petitioner—If your Lordship accepts it that I am a creditor I can pass on to my next point.

His Lordship—In view of the finding of the Court at Shanghai it will be difficult for you to prove that you are a creditor of the Company, especially when these outstanding liabilities against you are considered.

Mr. Potter—Here is the account between the petitioner and the Siak Estate.

The Petitioner—I know nothing about it.

Mr. Potter—The judge went through the petitioner's account item by item and here is the result certified by the Registrar of the Court at Shanghai. No vouchers were submitted, and the account filed by him was disallowed. So far from the petitioner being a creditor he was a large debtor to the Siak Estate.

The petitioner submitted arguments in support of his claim.

His Lordship—Did you offer all these arguments before the learned judge at Shanghai?

The Petitioner—Yes.

His Lordship—I am not going to review his judgment. I have no power to do it.

The Petitioner—I was so astonished to have such a finding on the facts.

His Lordship—Assuming you are a creditor of the Company, what benefit will accrue to you by setting aside this voluntary winding up?

Mr. Potter—The Company is actually wound up now.

The petitioner replied that there were many reasons why the order should be set aside. He proceeded to argue that he was one of the largest shareholders. If he was not a shareholder, Mr. Bingham could not be the liquidator, because it was he who had appointed Mr. Bingham as liquidator.

His Lordship—Your confidence was misplaced, I suppose?

The Petitioner—Yes. I did not know Mr. Bingham then.

Petitioner proceeded to show that he was a creditor.

His Lordship—Assuming you are a creditor, it does not follow that you are justified in getting the present order set aside.

Mr. Potter, in addressing his Lordship, commented on the unreasonableness of the petitioner's present position. He said he was not a shareholder and yet he carried a resolution at the meeting. In law he was estopped from saying that. It was an element of law that a man could not approbate and reprobate. The petitioner said in the same breath, "I am a shareholder" and "I am not a shareholder." In fairness to Mr. Bingham, considering the attacks that had been

made upon him, he ought to read what the learned judge in Shanghai decided in the cases tried there. He said: "I do not wish to part from this case without recording my sense of the fairness with which Mr. Bingham, the liquidator of the Siak Company, has laid everything before me."

His Lordship said the petition must be dismissed. He did not think any Court could arrive at any other conclusion. To set aside the resolution for voluntary winding up, which was arrived at by a meeting of shareholders of the Company, it was essential to show that it was in the interests of the creditors, or that such resolution was arrived at by fraud, or that it was wholly against the interests of the Company. Various allegations of fraud had been made by the petitioner. Many of those allegations were of a strong character and should only have been made from absolute proof. He was quite sure that no counsel would support such an affidavit in Court on behalf of a client unless he had very strong grounds for believing in its accuracy. In his opinion, such allegations should not have been made except upon the strongest evidence. Whether the petitioner was or was not a creditor he was not called upon to decide. The account between the parties had been put in and proved by the learned Judge who tried the case in Shanghai, and so far from the petitioner being a creditor of the Company he was a debtor. He supported the resolution for the voluntary winding up that was passed on January 6th, 1911, and his petition to set aside the voluntary winding up was not made until quite recently; in fact, it was filed on May 10th. That was to say, he now wished to have the voluntary winding up set aside and the proceedings started *de novo* under the direction of the Court upon the ground that the proceedings were invalid because, in fact, he was not a registered shareholder. He (his Lordship) considered the grounds the petitioner had shown were such as on which counsel could never have succeeded.

The petition was therefore dismissed, and costs allowed against the appellant. The petitioner was about to address his Lordship again.

His Lordship—I have given my judgment. I do not think your mere statement of account in the affidavit is sufficient to justify any allegation of fraud.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (PUNJEE JUDGE).

CLAIM FOR BOARD.

Karl Offer, of 6, Des Vaux Road, claimed from Max Gielow *alias* Storbeck, a clerk in the employ of Messrs. Sander, Wieler & Company, the sum of \$225, being amount due for board and lodgings from January 15th to April 1st at the rate of \$90 per month. Plaintiff appeared in person, and defendant was represented by Mr. Shenton.

Plaintiff, having made his statement in support of the claim, said in cross-examination that he took the defendant, who was stranded, to his rooms and that he slept on the sofa in the day room. He was claiming what seemed to him a reasonable amount for what the defendant had received. He told the defendant to go to the German Consul and ask to be sent home. This he did, but returned very indignant with the Consul who told him he ought to do his term of military service. A letter was submitted in which it was written that defendant might have secured employment with a certain firm had not plaintiff drawn attention to his "knaveish character."

Mr. Shenton—I put it to you that this letter prevented the defendant from getting the situation?

Plaintiff—You must prove that, sir.

Mr. Shenton—I don't think there will be any difficulty in doing that.

Plaintiff admitted that the defendant had offered to pay him \$125 for two and half months' board at \$50 per month by monthly instalments of \$25, but he had refused.

Mr. Shenton—I suggest that \$50 is a very reasonable sum for what Mr. Gielow received.

Plaintiff—I don't think so. Otherwise I would have accepted it.

Defendant said that he was engaged by Charles E. Ebbi as assistant on agreement that his expenses were to be paid and he was to receive £10 per month.

He arrived in Hongkong in October last and at the beginning of December Mr. Ebbi left Hongkong, defendant being left without any money. Two cheques were given him, one for £100 and the other for £20, but both were dishonoured. He was living at the King Edward Hotel, and had to leave his clothes there with the exception of the suit in which he stood. At the German Club he met the plaintiff, who suggested he should stay with him until he got a situation. Nothing was said about payment. He was now earning \$200 per month and paid ten guineas per month at the Hongkong Hotel. He was willing to pay the plaintiff \$125 at the rate of \$25 a month. Judgment was entered for the plaintiff for \$175 and costs, to be paid in monthly instalments of \$25.

LETTER FROM JAPAN.

[FROM OUR OWN CORRESPONDENT.]

Tokyo, June 26th.

WILLIAM ARCHER IN TOKYO.

William Archer, the well-known London dramatic critic, and famous translator and interpreter of Ibsen, who has been in Japan for a month, leaves in a few days for India, where he will visit his brother. During his stay he has been entertained lavishly by the dramatic reformers and literary men of Tokyo. His address at Waseda University on the Future of European Drama was one of the most interesting and instructive lectures ever heard in that institution. In giving his hearers some advice as to the improvement of the Japanese drama, Mr. Archer said:—I want to warn you against adaptation. To take a European theme and make it Japanese, it is doomed to failure. It is a mistake to consider that drama should be international and measured by how it can be played all over the world. Drama is the product of its native soil. Except Ibsen and Shakespeare there are no others who really transcend the frontiers. In general plays become curios rather than living works of art out of their own country. Very interesting and very instructive they are, but not living. An adaptation is neither fish, flesh nor fowl. The English stage once suffered from an overflow of French plays which was greatly detrimental to the English drama, and the English public came to forget that drama has an intimate relation with national life and that it should not be a bastard form. It is difficult for one nation to play the dramas of another nation. Even between America and England, two countries speaking the same language, there is but a small proportion of English plays which go home in America, and few American plays that are relative to English life. Japan has much to learn from European drama in selection and compression.

MAGDA IN JAPANESE GARB.

The craze for the translated play still continues in Japan, and within the past few weeks many Western pieces have been given with more or less success. The presentation of Sudermann's *Magda* has created a large amount of discussion.

Dr. Tsubouchi, who is the foremost dramatic reformer in this country, has a private company of his own whose speciality it is to give Western translations. This company gave *Magda* with marked success. Miss Matsui, who under the guidance and direction of Dr. Tsubouchi has gained the reputation of being the leading actress in Japan, played the turbulent heroine well, and showed a decided improvement in emotional work. The company after a run of four days was to have gone to Osaka and Nagoya, where the piece was to have been given. But the police authorities stepped in and prohibited the play from further presentation on the ground that *Magda's* disobedience was contrary to Japanese morals, and was therefore not in accordance with the ancient ideas of filial piety which forms one of Japan's strongest national ideals.

The authorities had read the play before giving it permission to be played, but they did not realise that there is a vast difference between reading and seeing the interpretation. They thought, also, that as it was a foreign play it would be like watching a fire on the other side of the river and that it would have very little influence upon a Japanese audience. But the play made such a stir that they had a change of protest in all quarters, especially from the leading literary men of Tokyo, in consequence of which the authorities were obliged to hedge, and to demand that *Magda* should be made to relent and ask her father's pardon for her disobedience and that all lines contrary to filial piety should be struck out before the play could be presented again. The mutilated play is to be produced in Osaka this week.

A CONFUSION OF THEATRICAL ELEMENTS.

At the Imperial Theatre in Tokyo there is now running *Bjornson's Marriage-Quixote*, which is called in Japanese *Shinfu*. The players are poor and the piece is not well interpreted, the clash being very apparent between the natural manners of the Japanese and the people they are attempting to represent. But the play is an antidote to *Magda* in that the motive is the devotion of a young woman to her parents and her disregard for her husband and her duty to him. This piece suits Japanese ethics well, but it is doubtful if the impression the actors gave was strong enough to make everyone in the audience understand what it was all about. Another novel offering at present at the Imperial Theatre is *Shaka*, an opera. The leading singing role is taken by Madame Shibata, the role of a donna of Japan. The piece was suggested from Arnold's *Light of Asia*, a German musician of Tokyo adapted the score from European operas, and the stage setting is distinctly Indian. The whole is a confusion of theatrical elements and only one of the costly theatrical innovations which have made their appearance at this up-to-date theatrical district of the city.

At the private theatre of the Literary and Art Association, of which Dr. Tsubouchi is the head, Bernard Shaw's *The Man of Destiny* was presented at the production.

As Napoleon is one of the favourite Western heroes in Japan the rôle of the Little General was much appreciated by the audience and the whole piece was given a surprisingly good rendition.

EASTERN BANKS.

RUSSO-ASIATIC BANK.

In accordance with a resolution passed at the general meeting of shareholders of the Russo-Asiatic Bank held in St. Petersburg in March, 1912, the Russo-Asiatic Bank has offered for subscription, 55,833 shares of Rbs. 187.50 face value at the price of Rbs. 281.25. These shares will participate in the profits of the whole year of 1912.

40,000 shares are reserved by preference to actual shareholders, in the proportion of 3 new shares to every 14 old shares.

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Applications for shares should be sent to the Russo-Asiatic Bank, Shanghai, accompanied by payment in full at the rate of Rbs. 281.25 per share.

Subscriptions were to close at noon on the 21st inst.

DEUTSCHE-ASIATISCHE BANK.

The Deutsch-Asiatische Bank reports for 1911 a net profit of Tls. 494,438, against Tls. 794,563 for 1910. The special reserve again receives Tls. 60,000, while Tls. 375,000 are to be paid as a 5 per cent. dividend, against 5 per cent. (equal to Tls. 600,000) for the previous year. The unfavourable financial result is said to be a consequence of political disturbances, which had an unfavourable effect on the commercial situation of the country. A large number of banks in consequence of the ruling distrust were deprived of money deposits, so that bankruptcies followed. Hankow was most influenced by the general situation, and the company has there suffered many and large losses through native banks, so that heavy rebates have been necessary. Also at Tsingtau and Tsinanfu the bank had heavy losses. On the other hand, East India has again been very prosperous, and the bank's branch at Calcutta has brought very favourable financial results. In Japan the competition of the native banks was very much felt. The coalfield in the Poshan valley has developed in quantity and quality, but the work in the Weichien field will probably be restricted. The paid-up share capital remains at m.7,500,000, and the reserve funds stand at m.763,507, while the special reserve amounts to m.646,103, against m.596,198 in the previous year.

THE BANK OF INDO-CHINA.

The annual report of the Bank of Indo-China constitutes an interesting commercial review of the past year. Referring to the shortage of the rice crop in Cochin-China, the report points out that only 653,000 tons were exported, against 1,100,000 tons in 1910. Thanks to the action of the Government in stopping the export of rice for a time from Cochin-China and Tongking, a grave crisis was avoided. This state of affairs naturally influenced the commerce of the colony. The purchasing power of the natives being reduced, the sale of tissues and objects of first necessity notably declined, as also did the Customs receipts, and the liquidation of engagements became laborious. The situation in Cochin-China, which is suffering from the effects of a bad crop and is threatened by an equally serious one in 1912, remains rather precarious, especially for Chinese trade. In Tongking the year shows new and sensible progress. The two rice crops there were satisfactory as a whole, and exports reached the figure of 100,000 tons, an increase of about 30,000 tons on the preceding year. The writers express the opinion that when the necessary irrigation works are carried out in this country will have a rice export approaching that of Cochin-China. Further, if the maize crop of Tongking was less, there was an appreciable rise in the shipments of oil, cement, and zinc and tin ores. The position of the European trade, both import and export, sensibly improved in the course of the year, whilst native trade shows marked advance. Industrial affairs in general have also developed in an appreciable manner. As regards Cambodia and Battambang, the drought seriously compromised the receipts. Despite the obstacles in the way of rice shipment, the exports of Annam show progress, both to France and other countries. The silk-producing industry tends to develop. Despite the effects of the poor rice crop in Cochin-China and the deficit in opium sales, which fell from 107,000 kilos. in 1909 and 75,000 in 1910 to 60,000 kilos., the general budget of Indo-China closed with a small credit balance, and the reserve funds still amount to more than \$6,000,000. It is none the less true that the budgetary situation of the country requires the utmost prudence, and without a reduction of the crushing military contribution it does not possess sufficient reserves to guarantee the new loan of 1,500,000,000 that is so necessary, particularly for irrigation works and the creation of communications to the mining centres of Tongking and the regions suitable for rubber-growing in Cochin-China. The report goes on to record the serious effects of the revolution on trade in China, but says there is reason to believe that the Bank is safe from any serious loss. The political transformation which China is undergoing is assuredly the prelude to an era of activity and progress. The operations of the Bank's agencies at Singapore and Bangkok were the general movement of the productive operations of the Bank's branches and agencies, this amounted last year to 1,463,309,225, whilst current accounts showed a total of 1,480,301,191, both figures being an advance on the previous year. The total of the note circulation oscillated between 1,631,640,000 at December 31st and 1,733,337,000 at July 31st, the highest total hitherto reached.

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NEW ADVERTISEMENTS

LOST

FOX TERRIER (DOG) License Tag on Collar No. 2125. Answers to name of "Peter." Finder will be rewarded. R. SUTHERLAND, Care of JARDINE, MATHESON & Co., Ltd., Hongkong, 26th June, 1912. [849]

NORDDEUTSCHE LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 1st July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, at 9.30 a.m. All Claims must reach us before the 8th July, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD, MELBOURNE & Co., General Agents. [5]

NOTICE

WE HAVE This Day authorised Mr. CARL MEYER to Sign our Firm's Name Per Procuratione. BERLINGER & Co. Hongkong, 18th June, 1912. [832]

\$10 REWARD.

TO the Finder of one MIXED COLLIE PUP (Bitch) Missing from No. 6, Bowen Road on the morning of 2nd June. Colour—Light Brown, with White Collar. Size about 2 1/2 ft. long, 1 1/2 ft. in height. Face looks like a Fox.

OFFICE.

TOYO KISEN KAISHA. Hongkong, 22nd June, 1912. [1843]

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The catalogue, with full particulars, will be mailed upon request to the Dean, HARVARD MEDICAL SCHOOL, Shanghai. [833]

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THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (WEDNESDAY), the 26th June, 1912, commencing at 2.30 P.M., at No. 25, Lyndhurst Terrace, VALUABLE HOUSEHOLD FURNITURE.

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GEO. P. LAMBERT, Auctioneer. Hongkong, 22nd June, 1912. [834]

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TAKEO TAKAMICHI, Manager, Hongkong, 1st April, 1912. [443]

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N. J. STABB, Chief Manager. Hongkong, 23rd May, 1912. [19]

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WM. DICKSON, Manager. Hongkong, 12th April, 1912. [133]

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F. C. MACDONALD, Manager. Hongkong, 29th March, 1912. [938]

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E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central, Hongkong, 17th May, 1912. [22]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 1 p.m. of the 26th instant will be landed at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents, Hongkong, 24th June, 1912. [946]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "ASSAYE," FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

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Goods not cleared by the 23rd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

H. W. D. SHALLARD, Acting Superintendent. Hongkong, 21st June, 1912. [1]

"SHIRE" LINE OF STEAMERS, LTD. NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP AND LONDON.

THE Steamship "PEMBROKESHIRE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 29th inst., at 6 p.m., will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on 29th instant at 10 a.m. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 24th June, 1912. [59]

SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship "CANTON," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st July, at 9.30 a.m.

All Claims must reach us before the 5th July, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co., Agents, Hongkong, 24th June, 1912. [848]

S.S. "MALTA."

CONSIGNEES holding Bills of Lading for Cargo by this Vessel are hereby informed that their Cargo will arrive by S.S. "PERA" due at Hongkong about 2nd July, and they are requested to kindly present the Bills of Lading at this Office before the arrival of the Steamer, so that arrangements can be made regarding delivery.

H. W. D. SHALLARD, Acting Superintendent, PENINSULAR & ORIENTAL STEAM NAVIGATION CO. Hongkong, 21st June, 1912. [841]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—MANAGER, "Hongkong Daily Press" Office, Hongkong, 13th March, 1912.

WEATHER REPORT

On the 25th at 11:40 a.m.—The depression which formed over the lower Yangtze Valley yesterday has deepened and spread northward. The lowest pressure remains over the lower Yangtze Valley.

A depression still hovering S.W. China, but is not quite so deep.

Moderate to fresh S. winds may be expected along the E. coast and moderate S. winds over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.06 inches.

The forecast for the 24 hours ending at noon to-day is as follows.

Distract FORECAST.
• Hongkong & Neighbourhood S.W. winds; strong.
Formosa Channel S.W. winds; strong.
South coast of China between Same as No. 1.
Hongkong and Laucooks S.W. winds; moderate.
South coast of China between Same as No. 1.
Hongkong and Hainan S.W. winds; moderate.
S.W. winds, fresh to moderate; squally, cloudy.

CHINA COAST METEOROLOGICAL REGISTER

25th JUNE, A.M.

| Station. | Hour. | Barometer. | Temperature. | Humidity. | Wind. | |
|------------|-------|------------|--------------|-----------|------------|--------|
| | | | | | Direction. | Force. |
| Vietook | 7 a. | 29.54 | 58 | — | E | 0 |
| Namuro | 6 a. | 29.83 | — | — | SE | — |
| Hakodate | " | 29.67 | — | — | — | 0 |
| Takio | " | 2.69 | — | — | SWW | 1 |
| Koshi | " | 29.46 | — | — | — | 0 |
| Nagasaki | " | 29.64 | — | — | — | 0 |
| Kagoshima | " | 29.49 | — | — | — | 0 |
| Oshima | " | 33.53 | — | — | W | 0 |
| Naha | " | 79.62 | — | — | SWW | 3 |
| Ishijima | " | 29.64 | — | — | SWW | 7 |
| Honshu Is. | " | 29.87 | — | — | SWW | 1 |
| Choshi | " | 29.87 | — | — | — | — |
| Wakatsuki | 6 a. | 27.54 | 68 | 85 | N | 2 |
| Yokohama | " | 29.87 | — | — | — | — |
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GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Reputation.

The Cost is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

| STEAMERS. | Tons | Starting | 1912 |
|-----------------|--------|----------|-----------------------|
| SIBERIA | 18,000 | TUESDAY, | 2nd July, at 1 P.M. |
| CHINA | 10,230 | TUESDAY, | 9th July, at 1 P.M. |
| MANCHURIA | 27,030 | TUESDAY, | 16th July, at 1 P.M. |
| NILE | 11,000 | TUESDAY, | 30th July, at 1 P.M. |
| MONGOLIA | 27,000 | TUESDAY, | 6th Aug., at 1 P.M. |
| PERIA | 9,000 | TUESDAY, | 27th Aug., at 1 P.M. |
| KOREA | 18,000 | TUESDAY, | 3rd Sept., at 1 P.M. |
| SIBERIA | 18,000 | TUESDAY, | 17th Sept., at 1 P.M. |

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

32

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE &

PORTLAND (Or.),

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

FOR MANILA.

FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).

"HERCULES," 2nd July.

"HERCULES," 2nd July.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Ports.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,630 tons ... Second half of August.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong: From Colombo:

S.S. "SALAMIS" 10th July.

The S.S. "SALAMIS" has splendid Saloon accommodation for passengers.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

WEDNESDAY, 26TH JUNE, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM." 10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

THURSDAY, 27TH JUNE, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN." 10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 30TH JUNE.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 583 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 5.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANGU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

143

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

TO SHANGHAI.

S.S. "KOEBER," 9,900 tons, will leave as above on 5th July.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "SILESIA," 13,950 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 29th June.

S.S. "PERKIA," 12,500 tons, will leave for TRIESTE, FLORENCE and VENICE via SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SUER, PORT SAID, on 2nd July.

These Steamers are fitted with comfortable one class accommodation for saloon passengers, Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 15th June, 1912.

Princes' Building.

155

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "YEDDO" 7,200 About 3rd Aug.

KOBE and MOJI

For Freight and Further Particulars apply to

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

401

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIOY MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing world's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist Sleepers.

Dining Cars—Observation Cars.

Electric Light—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|------------|----------|----------------------|----------------|----------------------|
| TITAROEM | JAPAN | Second half of June | JAVA | Second half of June |
| TJILATJAP. | JAVA | Second half of June | SHANGHAI | Second half of June |
| TJIMANOEK | JAVA | First half of July | JAPAN | First half of July |
| TJIBODAS | SHANGHAI | First half of July | JAVA | First half of July |
| TJILIWONG | JAPAN | First half of July | JAVA | Second half of July |
| TJIMAH | JAVA | Second half of July | SHANGHAI | Second half of July |
| TJIKINI | JAVA | Second half of July | JAPAN | Second half of July |
| TJIPANAS | JAVA | First half of August | SHANGHAI | First half of August |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 375.

Hongkong, 17th June, 1912.

PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

RUBI ... 4000 S. A. Crosby ... Manila, Mangarin, On 29th June, 4 P.M.

ZAFIRO ... 4000 M. C. Smith ... Manila, Mangarin, On 10th July, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. CO.

Hongkong, 22nd June, 1912.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR STRAITS TONS TO SAIL

NAPLES, GENOA, ALGIERS, "DERFFLINGER," 17,000 { Wednesday, 25th

GIBRALTAR, SOUTHAMPTON, Capt. F. Prosch, June, at 5 P.M.

ANTWERP AND HAMBURG ... Calling at Lisbon.

SHANGHAI, TSINGTAU, KOBE, "YORCK," 17,000 { About Wed'ay,

AND YOKOHAMA ... Capt. H. Rehm, 26th June.

MANILA, YAP, MARONN, SAMA, "PRINZ WALDEMAR," { Saturday, 13th

RAI, NEWGUINEA, BRISBANE, Capt. H. Bremer, 6,100 July, at 9 A.M.

SYDNEY and MELBOURNE ...

KUDAT and SANDAKAN, "BOEN 30," 5,000 { Middle of

Capt. F. Samml, July.

All the Steamers of the European Line are fitted with Wireless Telegraphic.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 26th June, 1912.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

Head Office for the Far East—16, DES VOUX ROAD, HONGKONG.

SHANGHAI: 23, FOCHOU ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000

l.b.p., Comdr. Lamb, C.L., Shanghai.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns,

7,000 l.b.p., Captain F. La T. Latham, Shanghai.

Atlas, admiralty tug, 615 tons, 1,400 l.b.p.,

Hongkong.

Bramble, gunboat 710 tons, 900 l.b.p., Lieut

Comdr. E. B. Prichard, Kinkang.

Britannia, gunboat, 710 tons, 900 l.b.p., Lieut

Comdr. W. H. Darwall, Hankow.

Cadmus, British sloop, 1,070 tons, l.b.p. 1,400

l.b.p., Comdr. Hugh P. E. Williams, Hankow.

Cambria, 2nd class cruiser, 4,360 tons, 10 guns,

l.b.p. 7,000, Capt. J. E. Drummond, Hong-

kong.

Cherub, water tank and tug, 390 tons, l.b.p. 341

Master W. Smith, Hongkong.

Clia, British sloop, 1,070 tons, l.b.p. 1,400,

Comdr. H. B. Veale, Canton.

Fame, torpedo-boat destroyer, 340 tons,

guns, 5,700 l.b.p., Lt. Comdr. H. S. Monroe,

Hongkong.

SHIPPING

ARRIVALS.

HAINAN, British str., 6th A. H. Stewart, 35th June—Swatow 21st June, General—Douglas, Lapprick & Co.
 NORWEGIAN, Norwegian str., 2,430, Basin Wilhelmsson, 25th June—Mojito 18th June, Plover—Bank Line, Ltd.
 CANADA, British str., 2,398, A. J. Evans, 25th June—Singapore 19th June, General—Jardine, Matheson & Co.
 KWONGSANG, British str., 1,423, Richard, 25th June—Shanghai 16th June, General—Jardine, Matheson & Co.
 KORE, British str., 4,691, G. Phillips, 25th June—Yokohama 11th June, General—P. & O. S. N. Co.
 JAPAN, British str., 1,047, Jamieson, 25th June—Haiphong and Hoihow 21st June, Rice and Pigs—Butterfield & Swire.
 YUNGBANG, British str., 1,294, P. H. Rolfe, 25th June—Manila 22nd June, Hemp and General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 HELLEN, British str., for Swatow.
 KWONGSANG, British str., for Canton.
 PRINCE WALDEMAR, Ger. str., for Ynam.
 SUSHI MARU, Japanese str., for Swatow.
 THIRSON, German str., for Hoihow.

DEPARTURES.

JUNE 25th.
 CANADA M., Japanese str., for Victoria.
 CANTON, Swedish str., for Yokohama.
 COLOMBO M., Japanese str., for Bombay.
 CHIPPING, British str., for Canton.
 HAITAN, British str., for Swatow.
 KAPOONG, British str., for Yokohama.
 KONGKONG, British str., for Ynam.
 KONGKONG, British str., for Manila.
 KONGKONG, Japanese str., for Japan.
 YUNGBANG, German str., for Hoihow.

SHIPPING REPORTS.

The British str. *Yunghang* reported: Moderate S.W. wind and rough sea.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P.M. str. *Manchuria*, from San Francisco left Yokohama on the 24th June, en route to Hongkong via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 7th July.
 The T.K.K. str. *Chigo Maru* left Honolulu on the 21st June for Hongkong, and is expected to arrive at this port on the 19th July.
 The P.M. str. *Nile* left San Francisco on the 22nd June, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 19th July.
 THE AUSTRALIAN MAIL.
 The str. *St. Albans*, which left Sydney on the 8th June, is due here on the 1st July.
 THE CANADIAN MAIL.
 The C.P.R. str. *Imperial of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 15th June, a.m.
 THE GERMAN MAIL.
 The L.G.M. str. *Faith*, carrying 2 German mails with dates from Berlin of 20th May, left Singapore on Saturday, at noon, and may be expected here on or about the 26th June, at 4 p.m.
 MERCHANT STEAMERS.
 The str. *Torilla* from Calcutta left Singapore on the 22nd June, and may be expected here on or about the 27th June.
 The Seang Line str. *Seangchow* left Rangoon on the 15th June, for Hongkong via Penang and Singapore, and is expected to arrive here on the 28th June.
 The H.A.L. str. *Liberia* left Tsingtau on the 23rd June, a.m., and may be expected here on or about the 28th June, a.m.
 The Apcar str. *Japan*, from Shanghai and Kobe, left Mojito on the 24th June, a.m., and may be expected here on or about the 28th June, a.m.
 The N.Y.K. str. *Ceylon Maru* (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 16th June, and is expected here on the 2nd July.
 The U.S. mail was transferred to the str. *Kumano Maru*, due to arrive at Hongkong on the 2nd July.
 The N.Y.K. str. *Yamato Maru* (Australian Line) left Sydney for this port via ports on the 15th June, and is expected here on the 4th July.
 The str. *Seangchow* left Rangoon on the 21st June, for Hongkong via Penang and Singapore, and is expected to arrive here on the 28th June.
 The str. *Indravelli* passed the Suez Canal on the 11th June for Hongkong via Straits.
 The str. *Glenlogan* passed the Suez Canal on the 11th June for Hongkong via Straits.
 The "Mogul Line" str. *Atholl* left the United Kingdom on the 26th May, for Hongkong via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Kutang, from Calcutta, is due in Hongkong 2nd July.
 INDRA LINE, LTD.
Indradeo, from New York, is due in Hongkong 7th July.
 BRITISH INDIA STEAM NAVIGATION CO., LTD.
Fulda, from Rangoon, is due in Hongkong 2nd July.

REGULAR STEAMSHIP SERVICE
 (WITH LIBERTY TO CALL AT THE MALACCA COAST).
 PROPOSED SAILINGS FROM HONGKONG.
 FOR NEW YORK.
 S.S. "MIDDLEHAM CASTLE"
 On or about 15th July.
 For Freight and further information, apply to
 DODWELL & Co., Ltd., Agents.
 Hongkong, 22nd June, 1912. [666]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

| 1. From Green Island to the Harbour Master's | | 2. From Harbour Master's to Blake Pier | | 3. From Blake Pier to Naval Yard | | 4. From Naval Yard to East Point | |
|--|------------------|--|--------|----------------------------------|-------------------------------|----------------------------------|--|
| DESTINATION. | VESSEL'S NAMES. | FLAG & RIG | BERTH. | CAPTAIN. | FOR FREIGHT APPLY TO | TO BE DESPATCHED. | |
| LONDON & ANTWERP VIA SINGAPORE, &c. | NORSE | Brit. str. | — | G. Phillips | P. & O. S. N. Co. | About 26th inst. | |
| LONDON & ANTWERP | DENBIGHSHIRE | Brit. str. | — | E. E. Williams | JARDINE, MATHESON & Co., Ltd. | On 28th inst. | |
| LONDON & ANTWERP | GLENNESK | Brit. str. | — | E. E. Williams | JARDINE, MATHESON & Co., Ltd. | About 29th inst. | |
| LONDON VIA USUAL PORTS OF CALL | ASSAYE | Brit. str. | — | G. W. Cookman, R.N. | P. & O. S. N. Co. | On 6th July, at Noon. | |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | BADENIA | Ger. str. | k. w. | Eckhorn | HAMBURG-AMERICA LINE | On 1st July. | |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | BRASILIA | Ger. str. | k. w. | Delant | HAMBURG-AMERICA LINE | On 15th July. | |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | AELIA | Ger. str. | k. w. | Habel | HAMBURG-AMERICA LINE | On 2nd July. | |
| HAYRE, BREMEN & HAMBURG, &c. | SAMBIA | Ger. str. | k. w. | Stuch | HAMBURG-AMERICA LINE | On 26th July. | |
| MARSEILLES, HAVRE & HAMBURG, &c. | LIBERTY | Ger. str. | k. w. | Metzenhain | HAMBURG-AMERICA LINE | On 28th inst. | |
| MARSEILLES, HAVRE & HAMBURG, &c. | HIBANO MARU | Jap. str. | — | H. Fraser | NIPPON YUSEN KAISHA | On 3rd July, at Daylight. | |
| MARSEILLES, HAVRE & HAMBURG, &c. | SEGOVIA | Ger. str. | k. w. | Lueboke | HAMBURG-AMERICA LINE | On 14th July. | |
| VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c. | SANKU MARU | Jap. str. | — | N. Teranaka | NIPPON YUSEN KAISHA | On 2nd July, at 4 p.m. | |
| VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c. | TACOMA MARU | Jap. str. | — | | NIPPON YUSEN KAISHA | On 11th July, at 1 p.m. | |
| VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c. | PANAMA MARU | Jap. str. | — | | OSAKA SHOSHUN KAISHA | On 23rd July, at 1 p.m. | |
| VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c. | DERPFLINGER | Ger. str. | — | | MELOHRES & Co. | To-day, at 5 p.m. | |
| TRIESTE, FLORENCE, VENICE VIA SINGAPORE, &c. | MIDDEHAM CASTLE | Brit. str. | — | F. Froese | SANDER, WHEELER & Co. | On 2nd July. | |
| NEW YORK | INDRANATO | Am. str. | — | | DODWELL & Co., Ltd. | About 15th July. | |
| BOSTON & NEW YORK VIA PORTS & SUEZ CANAL | HERCULES | Brit. str. | 2 m. | | SHAW, TOMES & Co. | On 4th July. | |
| VANCOUVER B.C. SEATTLE & PORTLAND, &c. | EMPEROR OF JAPAN | Brit. str. | 2 m. | W. Davison | THE BANK LINE LIMITED | On 2nd July. | |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | MONTEAGUE | Brit. str. | — | | CANADIAN PACIFIC R. Co. | On 13th July, at 6 p.m. | |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | SIBERIA | Am. str. | — | | CANADIAN PACIFIC R. Co. | On 3rd Aug., at 6 p.m. | |
| SAN FRANCISCO VIA KEELUNG & JAPAN, &c. | CHINA | Am. str. | — | W. W. Greene | PACIFIC MAIL S.S. Co. | On 2nd July, at 1 p.m. | |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. | CHIYO MARU | Brit. str. | 1 m. | E. Finlayson | PACIFIC MAIL S.S. Co. | On 9th July, at 1 p.m. | |
| AUSTRALIAN PORTS VIA MANILA | CHANGSHA | Jap. str. | — | M. Winkler | OTO KAISEN KAISHA | On 23rd July, at Noon. | |
| AUSTRALIAN PORTS VIA MANILA | KUMANO MARU | Jap. str. | — | H. Bremer | BUTTERFIELD & SWIRE | On 1st July, at 4 p.m. | |
| AUSTRALIAN PORTS VIA MANILA | PRINCE WALDEMAR | Ger. str. | — | | NIPPON YUSEN KAISHA | On 5th July, at 9 a.m. | |
| MEXICAN, PERUVIAN & CHILEAN VIA JAPAN | ST. ALBANS | Jap. str. | — | | MELOHRES & Co. | On 13th July, at 9 a.m. | |
| KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | GIBB, LIVINGSTON & Co. | On 20th July. | |
| KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | OTO KAISEN KAISHA | On 6th Aug., at Noon. | |
| NAGASAKI-KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | JARDINE, MATHESON & Co., Ltd. | On 1st July. | |
| TIENSIN VIA WEIHAIWEI & CHEFOO | YUNGBANG | Ger. str. | — | | NIPPON YUSEN KAISHA | On 3rd July, at 5 p.m. | |
| WEIHAIWEI & TIENSIN | YUNGBANG | Ger. str. | — | | NIPPON YUSEN KAISHA | On 3rd July, at Noon. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | JAVA-CHINA-JAPAN LINE | On 28th inst., at Noon. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | JARDINE, MATHESON & Co., Ltd. | On 28th inst., at 4 p.m. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | BUTTERFIELD & SWIRE | About 26th inst. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | DAVID SASSOON & Co., Ltd. | On 28th inst., at Noon. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | BUTTERFIELD & SWIRE | On 29th inst., at Noon. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | JARDINE, MATHESON & Co., Ltd. | On 30th inst., at Daylight. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | HAMBURG-AMERICA LINE | On 30th inst. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | NIPPON YUSEN KAISHA | On 1st July. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | JARDINE, MATHESON & Co., Ltd. | On 2nd July, at Noon. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | NIPPON YUSEN KAISHA | On 3rd July. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | P. & O. S. N. Co. | About 3rd July. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | P. & O. S. N. Co. | About 4th July. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | SANDER, WHEELER & Co. | About 21st July. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | JARDINE, MATHESON & Co., Ltd. | About 3rd August. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | JAVA-CHINA-JAPAN LINE | Quick despatch. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | OSAKA SHOSHUN KAISHA | On 3rd July, at Noon. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | OSAKA SHOSHUN KAISHA | On 5th July, at 11 a.m. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | OSAKA SHOSHUN KAISHA | On 26th inst., at Noon. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | DOUGLAS LAFRAIK & Co. | To-day, at 11 a.m. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | DOUGLAS LAFRAIK & Co. | On 28th inst., at 11 a.m. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | DOUGLAS LAFRAIK & Co. | On 2nd July, at 11 a.m. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | DOUGLAS LAFRAIK & Co. | On 5th July, at 11 a.m. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | JARDINE, MATHESON & Co., Ltd. | On 29th inst., at 2 p.m. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | SEAWAY TOMES & Co. | On 29th inst., at 4 p.m. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | BUTTERFIELD & SWIRE | On 2nd July, at 4 p.m. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | JARDINE, MATHESON & Co., Ltd. | On 6th July, at 2 p.m. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | SEAWAY TOMES & Co. | On 10th July, at 4 p.m. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | JAVA-CHINA-JAPAN LINE | Quick despatch. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | NIPPON YUSEN KAISHA | On 8th July. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | NIPPON YUSEN KAISHA | On 29th inst. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | JARDINE, MATHESON & Co., Ltd. | On 3rd July, at Noon. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | JARDINE, MATHESON & Co., Ltd. | On 4th July, at Noon. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | MELOHRES & Co. | Middle of July. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | BUTTERFIELD & SWIRE | On 29th inst., at 9 a.m. | |
| SHANGHAI, TSINGTAI, KOBE & YOKOHAMA | YUNGBANG | Ger. str. | — | | MAGRENS MARITIMES | On 3rd July at 9 a.m. | |

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR
 • TIENSIN VIA WEIHAIWEI & CHEFOO "CHIPSHIN" ... Friday, 28th June, Noon.
 • MANILA "YUNGBANG" ... Saturday, 29th June, 2 p.m.
 • SHANGHAI "KWONGSANG" ... Sunday, 30th June, Daylight.
 • SHANGHAI, KOBE & MOJI "KUTSANG" ... Tuesday, 2nd July, Noon.
 • SINGAPORE, PENANG & CALCUTTA "NAMSANG" ... Wednesday, 3rd July, Noon.
 • MANILA "LOONGSANG" ... Saturday, 6th July, 2 p.m.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for

hankang and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted through-

out with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo,

Leintan and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

GENERAL MANAGERS. [15]

Hongkong, 26th June, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN

KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "INDRA" 5,251 tons, Captain J. Kennedy, now loading will be despatched

for KOBE and YOKOHAMA on 27th June, at Noon, to be followed on 5th July

by S.S. "FULDA" 4,154 tons, Captain H. Chidley, taking Cargo and Passengers

at Current Rates.

WESTWARD.

The S.S. "MUTTRA" will leave Hongkong for SINGAPORE, PORT

SWETENHAM, PENANG and RANGOON on 4th July, at Noon, followed by

the S.S. "INDRA" on 27th June, at Noon, to be followed on 5th July

by the S.S. "FULDA" 4,154 tons, Captain H. Chidley, taking Cargo and Passengers

at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are

fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

AGENTS. [291]

Telephone No. 215, Hongkong, 26th June, 1912.

"SHIRE" LINE OF STEAMERS.

LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR

STAMERS DATE OF DEPARTURE

LONDON & ATWNERP "DENBIGHSHIRE" ... On 28th June.

LONDON & ATWNERP "MONMOUTHSHIRE" ... About 15th July.

SHANGHAI, KOBE & YOKOHAMA "CARMARTHENSHIRE" ... About 21st July.

These Steamers have superior accommodation for a limited number of First Class

Passengers. Cabins are situated amidships, and are fitted with electric light and fans.

Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

AGENTS. [59]

Hongkong, 21st June, 1912.

CANADIAN PACIFIC ROYAL MAIL

STEAMSHIP LINE.

VIA VANCOUVER

AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER.

1912

"EMPRESS OF JAPAN" Sat., 13th July.

"MONTEAGUE" Sat., 3rd Aug.

"EMPRESS OF INDIA" Sat., 24th Aug.

"EMPRESS OF JAPAN" Sat., 14th Sept.

FOR LIVERPOOL.

1912

"EMPRESS OF IRELAND" Fri., 9th Aug.

"ALLAN LINE" Fri., 30th Aug.

"EMPRESS OF BRITAIN" Fri., 20th Sept.

"ALLAN LINE" Fri., 11th Oct.

Steamships leave HONGKONG at 6 p.m.

The direct route to CANADA UNITED STATES AND EUROPE, calling at

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,

YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express,

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|--|---------------------------------------|-----------------------|-------------------------------|
| LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES | NORE Capt. G. Phillips | 10 A.M. 26th June. | Freight and Passage. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | PERA Capt. W. W. Cooke, M.N.R. | About 3rd July. | Freight only. |
| SHANGHAI | DEVANHA Capt. W. R. Hickey | About 4th July. | Freight and Passage. |
| LONDON via USUAL PORTS OF CALL | ASSAYE Capt. G. W. Cockman, M.N.R. | Noon. 6th July. | See Special Advertisement. |

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 24th June, 1912

CHINA NAVIGATION CO., LD.

SAILING SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|---|------------|----------------------|
| SHANGHAI | "CHENAN" | On 27th June 4 P.M. |
| SHANGHAI | "LINGAN" | On 29th June, 9 A.M. |
| HOIHOW (Malle) and HAIPHONG | "SINGAN" | On 29th June, 9 A.M. |
| MANILA, ZAMBOANGA, THUR- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY AND MEL- BOURNE | "CHANGSHA" | On 1st July, 4 P.M. |
| MANILA, CEBU and ILOILO | "TAMING" | On 2nd July, 4 P.M. |
| WEIHAIWEI and TIENTSIN | "HUICHOW" | On 3rd July 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light

throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES—Cargo booked through for all Australian, New Zealand and

Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING,"

Saloon accommodation 4000 tons; Electric Fans fitted; Extra State-rooms on Deck, aft.

Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS

"ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommoda-

tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,

leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through

bills of lading to all Yangtze and Northern China Ports.

Bills of Lading to all Yangtze and Northern China Ports.

W.F.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY

Morning sailing. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

the transshipment at Woosung.

NEW SERVICE.

SHANGHAI TO ANTUNG direct, leaving Shanghai on alternate Wednesdays.

REDUCED FARES—SINGLE \$40.....RETURN \$75.

For Freight or Passage apply to—

HONGKONG, 26th June, 1912.

BUTTERFIELD & SWIRE,

AGENTS.

[8]

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRT GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at Through Rates to all European, North Continental and British

Ports, also at Through Rates to all European, North Continental and British

Ports, also at Through Rates to all European, North Continental and British

Ports, also at Through Rates to all European, North Continental and British

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

S.S. SILESIA ... 1st July.

S.S. FUERST BUELOW ... 2nd July.

S.S. GOLDENFELS ... 14th July.

S.S. SUEVIA ... 29th July.

S.S. KURMARK ... 15th August.

FOR MARSEILLES, HAVRE & HAMBURG:

S.S. LIBERIA ... 26th June.

FOR ROTTERDAM, HAMBURG & ANTWERP:

S.S. BADENIA ... 1st July.

FOR HAVRE, BREMEN & HAMBURG:

S.S. ALBERTA ... 2nd July.

FOR MARSEILLES, HAVRE & HAMBURG:

S.S. EGOVIA ... 14th July.

FOR ROTTERDAM, HAMBURG & ANTWERP:

S.S. BRASILIA ... 15th July.

FOR HAVRE, BREMEN, HAMBURG & ANTWERP:

S.S. SAMBIA ... 26th July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

[10]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA. | LEAVE HONGKONG FOR AUSTRALIA. |
|----------------|---------------------------------|-------------------------------|
| ST. ALBANS ... | On 1st July. | On 20th July. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

55

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|---------------|---------------------|-------------------------------|
| "HAIYANG" ... | Capt. J. W. Evans | FRIDAY, 28th June, at 11 A.M. |
| "HAIHING" ... | Capt. W. C. Pasmore | TUESDAY, 2nd July, at 11 A.M. |
| "HAIHAN" ... | Capt. J. S. Roach | FRIDAY, 5th July, at 11 A.M. |

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... WEDNESDAY, 26th June, at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
During the month of July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.
For Freight and Passage, apply to—DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 26th June, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU."

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | CAPTAIN | DATE OF SAILING |
|-----------------|---------------|-------------------------------|
| CHIYO MARU ... | W. W. Greene | TUESDAY, 23rd July, Noon. |
| NIPPON MARU ... | A. G. Stevens | TUESDAY, 13th Aug., at Noon. |
| TENYO MARU ... | E. Bent | TUESDAY, 20th Aug., at Noon. |
| SHINYO MARU ... | H. S. Smith | TUESDAY, 10th Sept., at Noon. |

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | TONS | DATE OF SAILING |
|-------------------|--------|-----------------------------|
| KIYO MARU ... | 17,500 | TUESDAY, 6th Aug., Noon. |
| BUYO MARU ... | 10,500 | FRIDAY, 4th Oct., at Noon. |
| HONGKONG MARU ... | 11,000 | TUESDAY, 3rd Dec., at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

[247]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Points

in the U.S.A. and Canada, also to the principal ports in Mexico,

Central and South America.

| FOR | STEAMERS | TONS (Gross reg.) | LEAVES |
|--|----------------|-------------------|--------------------------------|
| VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA | "TACOMA MARU" | 6,178 | THURSDAY, 11th July, at 1 P.M. |
| | "SEATTLE MARU" | 6,182 | THURSDAY, 8th Aug., at 1 P.M. |
| | "CHICAGO MARU" | 6,182 | TUESDAY, 3rd Sept., at 1 P.M. |
| VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA | "PANAMA MARU" | 6,059 | TUESDAY, 23rd July, at 1 P.M. |
| | "MEXICO MARU" | 6,064 | SATURDAY, 17th Aug., at 1 P.M. |
| | "CANADA MARU" | 6,064 | TUESDAY, 17th Sept., at 1 P.M. |

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle

Vancouver, Portland, and San Francisco—

From Manila ... G. \$130.00

From Hongkong, Shanghai and Keelung ... G. \$110.00

From Nagasaki, Moji, Kobe and Yokohama ... G. \$ 95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES |
|------------------------------|--------------|--------------------------------|
| ANPING via SWATOW, and AMOY | "SOSHU MARU" | WED'DAY, 26th June, at 10 A.M. |
| TAMSUI via SWATOW, and AMOY | "DAIGI MARU" | SUNDAY, 30th June, at Noon. |
| FOOCHOW via SWATOW, and AMOY | "KAJO MARU" | WED'DAY, 3rd July, at Noon. |

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,

MANAGER.

[778-7]

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG' CHOW WANG and HAIPHONG,

on WEDNESDAY, the 3rd July, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | TONS | SAILING DATE |
|--|----------------------------------|-------|---------------------------------|
| MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID | HIRANO MARU Capt. H. Fraser | 9,000 | WED'DAY, 3rd July, at Daylight |
| | TANGO MARU Capt. K. Kawara | 8,000 | WED'DAY, 17th July, at Daylight |
| VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA | SANUKI MARU Capt. N. Tanaka | 7,000 | TUESDAY, 2nd July, at 4 P.M. |
| | AWA MARU Capt. Shimizu | 7,000 | TUESDAY, 16th July, at 4 P.M. |
| SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | KUMANO MARU Capt. M. Winckler | 6,000 | FRIDAY, 5th July, at Noon |
| | YAWATA MARU Capt. Sekine | 5,000 | FRIDAY, 2nd Aug., at Noon |
| BOMBAY via SINGAPORE, and COLOMBO | WAKASA MARU Capt. N. Nielson | 7,000 | MONDAY, 26th July |
| KOBE and YOKOHAMA | AKI MARU Capt. B. Kou | 7,000 | WED'DAY, 3rd July, at 5 P.M. |
| | HAKATA MARU Capt. H. Nomura | 7,000 | WED'DAY, 3rd July |
| SHANGHAI, MOJI and KOBE | YAWATA MARU Capt. Sekine | 5,000 | FRIDAY, 5th July, at Noon |
| NAGASAKI, KOBE and YOKOHAMA | YAWATA MARU Capt. Sekine | 5,000 | FRIDAY, 5th July, at Noon |
| SHANGHAI and KOBE | CEYLON MARU Capt. Tozawa | 6,000 | MONDAY, 1st July |

* To be connected with S.S. "TAMBA MARU" at Kobe and Omitting Keelung. Fitted with New System of Wireless Telegraphy.

NEW LINE OF STEAMERS

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"JINSEN MARU," 4000 tons, Capt. Maghida, Saturday, 29th June!

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class \$135 \$122 \$108 \$95

2nd " \$ 81 \$ 75 \$ 65 \$ 57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[12-13-656]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS | | Leave | Connecting Steamers | | Due | Due |
|---------------|------|----------------|---------------------|-------|------------------------------|-------------------------|
| to | | HONGKONG | from COLOMBO to | | MARSEILLES | PLYMOUTH |
| COLOMBO | | | MARSEILLES & LONDON | | (Brindisi 2 days earlier) | (London 1 day later) |
| Steamer | Tons | NOON, SATURDAY | Steamer | Tons | SUNDAY | SATURDAY |
| ASSAYE | 7500 | July 6 | MARMORA | 10500 | Aug. 4 | Aug. 10 |
| DEVANHA | 8000 | July 20 | MOLDAVIA | 10000 | Aug. 18 | Aug. 24 |
| DELTA | 8000 | August 3 | MALOJA | 12500 | Sept. 1 | Sept. 7 |
| INDIA | 8000 | August 17 | MONGOLIA | 10000 | Sept. 15 | Sept. 21 |
| | | | | | SATURDAY | FRIDAY |
| ARCADIA | 7000 | August 31 | MEDINA | 12500 | Sept. 23 | Oct. 4 |
| ASSAYE | 7500 | September 14 | MALWA | 11000 | Oct. 12 | Oct. 18 |
| DEVANHA | 8000 | September 28 | MOULTAN | 10000 | Oct. 25 | Nov. 1 |
| INDIA | 8000 | October 12 | MACEDONIA | 10500 | Nov. 9 | Nov. 15 |
| DELTA | 8000 | October 26 | MOREA | 11000 | Nov. 23 | Nov. 29 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE. £105.14 RETURN.

2nd " £48.8 " £72.12 "

SILK RIBBONS AND COMMON RIBBONS

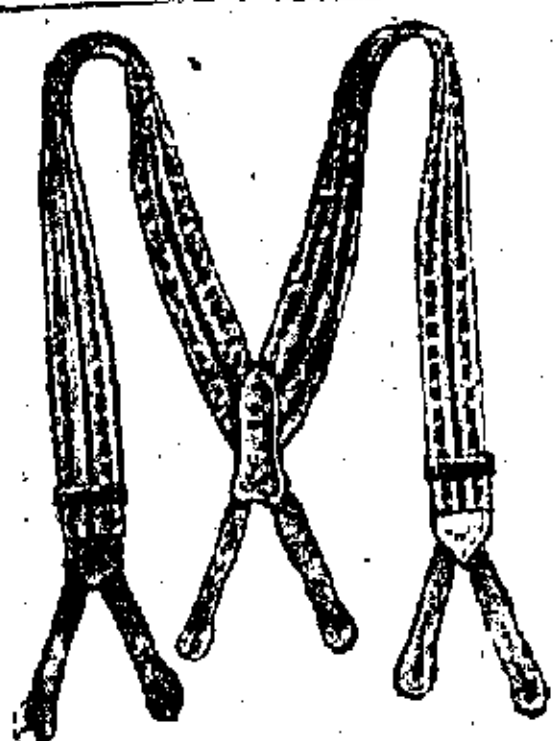
in all sizes and designs are exhibited in my Sample-Showrooms!
RIBBONS in the NEW CHINESE NATIONAL COLOURS
are the latest.

**PET. WILH. KROMMES,
ELBERFELD.**

General Agent for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 21st June, 1912.



BRACES AND BELTS.

The requirements of the
MODERN CHINESE!

Samples from 3/- per doz. up to the most stylish and fashionable
designs may be seen at the Showrooms of

HUGO C. A. FROMM,

4, QUEEN'S BUILDINGS.

GENERAL AGENT FOR HONGKONG AND CHINA OF
C. G. BODEN & SOEHNE,
GROSSROEHRSDORF (Germany).
Hongkong, 21st June, 1912.



OBTAINABLE FROM—
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.
Hongkong, 21st June, 1912.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

The *York*, with the German Mail, left Singapore on Saturday, the 22nd instant, at noon,
and may be expected here to-day, at 4 p.m.

The *Linan*, with the Siberian Mail, is due to arrive here to-morrow.

The *China*, with the American Mail, is due to arrive here on Friday, 28th inst., at 8 a.m.

The *Kumono Maru*, with the American Mail ex Manchuria, is due to arrive here on
Tuesday, the 2nd July.

| FOR | PER | DAT |
|--------------------------------------|-------------------|-----------------------------|
| Straits and Ceylon | Nave | Wednesday, 26th, 9.00 A.M. |
| Swatow, Amoy and Fookchow via Ningpo | Sosho Maru | Wednesday, 26th, 9.00 A.M. |
| Swatow | Haiman | Wednesday, 26th, 10.00 A.M. |
| Fort Bayard | American | Wednesday, 26th, 11.00 A.M. |
| Hongkong and Pakhoi | Hanoi | Wednesday, 26th, Noon |
| Macao | Sui Tai | Wednesday, 26th, 1.15 P.M. |
| STRAITS, BURMAH, CEYLON, ADELPHI, | Derflinger | Wednesday, 26th, 3.00 P.M. |
| WESTERN AUSTRALIA, INDIA, ADEN, | Carl Dienerichsen | Wednesday, 26th, 4.00 P.M. |
| EGYPT AND EUROPE VIA NAPLES | Chioing | Wednesday, 26th, 5.00 P.M. |
| Hainan and Pakhoi | | |
| Hoihow | | |

| | | |
|---|----------------|----------------------------|
| SHANGHAI, NORTH CHINA AND JAPAN via NAGASAKI (EUROPE VIA SIBERIA) | York | Thursday, 27th, 9.00 A.M. |
| Japan and Yokohama | Hinda | Thursday, 27th, 11.00 A.M. |
| Macao | Sui Tai | Thursday, 27th, 1.15 P.M. |
| Shanghai and North China | Chioing | Thursday, 27th, 3.00 P.M. |
| Hoihow, Hainan and Pakhoi | Sui Tai | Friday, 28th, 8.00 A.M. |
| Swatow, Amoy and Fookchow | Haiyang | Friday, 28th, 9.00 A.M. |
| Shanghai, North China and Japan via Kobe | Gregory Appear | Friday, 28th, 11.00 A.M. |
| Weihow, Chefoo and Tientsin | Sui Tai | Friday, 28th, 1.15 P.M. |
| Macao | Sui Tai | Saturday, 29th, 11.00 A.M. |
| Shanghai, North China and Japan via Yokohama | Yuanan | Saturday, 29th, 1.00 P.M. |
| Philippine Islands | Sui Tai | Saturday, 29th, 1.15 P.M. |
| Macao | Sui Tai | Saturday, 29th, 3.00 P.M. |
| Philippine Islands | Sui Tai | Saturday, 29th, 5.00 P.M. |
| Shanghai and North China | Kwongsang | Saturday, 29th, 5.00 P.M. |
| Shanghai and North China | Haiman | Sunday, 30th, 9.00 A.M. |
| Swatow | | |

| | | |
|--|----------|--|
| Philippine Islands, Australia, Tasmania and New Zealand | Changsha | Monday, 1st, 3.00 P.M. |
| Swatow, Amoy and Fookchow | Hatching | Tuesday, 2nd, 10.00 A.M. |
| Shanghai, North China and Japan via Kobe | Kutany | Tuesday, 2nd, 10.00 A.M. |
| FORMOSA via KIELUNG, SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA) | Siberia | Monday, 1st, 11.00 A.M. |
| | | Registration with late fee of 10 cents, up to 11.00 A.M. |
| | | Registration Kowloon B.O. at 9.30 A.M. |
| | | No late fee |
| | | Letters 11.00 A.M. |

| | | |
|---|-------|--|
| SAIGON, STRAITS, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT AND EUROPE VIA MARSABIT Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. | Salat | Tuesday, 2nd, 10.00 A.M. |
| Late Letters 11.00 to Noon Extra Postage 10 cents | | Registration with late fee of 10 cents, up to 11.00 A.M. |
| | | Registration Kowloon B.O. at 9.30 A.M. |
| | | No late fee |
| | | Letters 11.00 A.M. |

| | | |
|--|-------------|----------------------------|
| Shanghai, North China, Japan via Moji, Victoria, B.C. and Seattle (Wash.) | Sasuki Maru | Tuesday, 2nd, 3.00 P.M. |
| Philippine Islands | Taming | Tuesday, 2nd, 3.00 P.M. |
| Batavia, Samarang and Sourabaya | Tibedus | Tuesday, 2nd, 5.00 P.M. |
| Straits and Ceylon | Hirano Maru | Wednesday, 3rd, 11.00 A.M. |
| Batavia, Samarang and Sourabaya | Tibedus | Wednesday, 3rd, 11.00 A.M. |
| Japan via Yokohama | Nansan | Wednesday, 3rd, 11.00 A.M. |
| Straits and India via Calcutta | Huichow | Wednesday, 3rd, 3.00 P.M. |
| Weihow and Tientsin | Huichow | Wednesday, 3rd, 3.00 P.M. |
| Swatow, Amoy and Fookchow | Huichow | Friday, 5th, 10.00 A.M. |

COMMERCIAL CLOSING QUOTATIONS.

| ON LONDON | June 25th. |
|----------------------------------|------------|
| Telegraphic Transfer | 2-3 |
| Bank Bills, on demand | 2-3 |
| Bank Bills, at 30 days sight | 2-3 |
| Bank Bills, at 4 months sight | 2-3 |
| Credit, at 4 months sight | 2-3 |
| Documentary Bills 4 months sight | 2-3 |
| ON PARIS | |
| Bank Bills, on demand | 2-6 |
| Credit, at 4 months sight | 2-6 |
| ON GERMANY | |
| On demand | 2-08 |
| ON NEW YORK | |
| Bank Bill, on demand | 49 |
| Credit, at 60 days sight | 50 |
| ON HONGKONG | |
| Telegraphic Transfer | 151 |
| Bank, on demand | 152 |
| ON SHANGHAI | |
| Bank, at sight | 72 |
| Private, 30 days sight | 73 |
| ON YOKOHAMA | |
| On demand | 99 |
| ON MANILA | |
| On demand | 122 |
| ON BATAVIA | |
| On demand | 122 |
| ON HAINAN | |
| On demand | 122 |
| ON SAIGON | |
| On demand | 74 |
| ON BANGKOK | |
| On demand | 74 |
| SOVEREIGNS, Bank's Buying Rate | 19.75 |
| GOLD LEAF, 100 fine, per tola | 151.10 |
| SILVER, per oz. | 18 |

SUBSIDIARY COINS.

| | per cent |
|----------|-----------------|
| Chinese | 20 cents pieces |
| Chinese | 10 |
| Hongkong | 20 |
| Hongkong | 10 |

MAILS VIA SIBERIA.

| London | Shanghai |
|------------|------------|
| June 28th. | June 24th. |

SHARE LIST—QUOTATIONS.

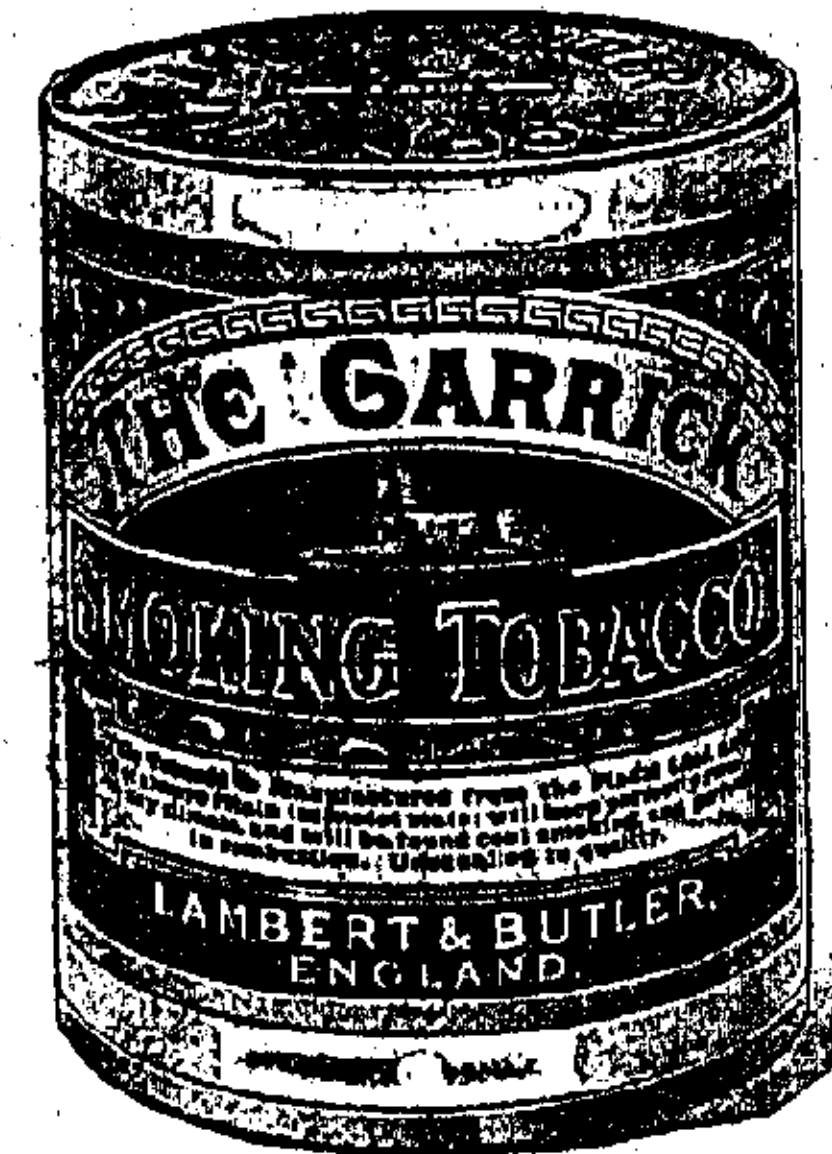
HONGKONG, 24th JUNE, 1912.

| STOCKS. | NO. OF SHARES. | VALU. | PAID UP | CLOSING QUOTA- TIONS CASH. |
|--|-------------------|----------|-------------|-------------------------------|
| BANKS. | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$125, sales |
| China Bank Corporation, Limited | 60,000 | \$12 | all | \$12, buyers |
| China Light and Power Company, Limited | 50,000 | \$5 | all | \$5, buyers |
| China Provision, Loan and Mortgage Co., Ltd. | 20,000 | \$10 | all | \$10, buyers |
| COTTON MILLS. | | | | |
| Ewo Cotton Spinning & Weaving Co., Ltd. | 20,000 | \$10 | all | \$10, buyers |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | \$10 | all | \$10, buyers |
| Dairy Farm Company, Limited | 40,000 | \$7 | all | \$7, buyers |
| DOCK AND WHARF. | | | | |
| Hongkong & Kowloon Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$50, sales |
| Hongkong and Whampoa Dock Co., Ltd. | 50,000 | \$50 | all | \$50, buyers |
| New Amoy Dock Co., Limited | 10,000 | \$50 | all | \$50, buyers |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | \$100 | all | \$100, buyers |
| Shanghai and Hongkong Wharf Co., Ltd. | 36,000 | \$100 | all | \$100, buyers |
| Green Island Cement Co., Limited | 400,000 | \$10 | all | \$10, buyers |
| Hongkong Electric Co., Limited | 60,000 | \$10 | all | \$10, buyers |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | all | \$50, buyers |
| Manila Motopole Hotel Limited | 8,000 | \$50 | all | \$50, buyers |
| Hongkong Ice Company, Limited | 15,000 | \$10 | all | \$10, buyers |
| Hongkong Rope Manufacturing Co., Limited | 50,000 | \$25 | all | \$25, buyers |
| Hongkong South China Steam Fisheries Co., Ltd. | 60,000 | \$10 | all | \$10, buyers |
| INSURANCE. | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$50 | all | \$50, buyers |
| China Fire Insurance Co., Limited | 20,000 | \$50 | all | \$50, buyers |
| China Traders Insurance Co., Limited | 24,000 | \$50 | all | \$50, buyers |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$50 | all | \$50, buyers |
| North China Insurance Co., Limited | 10,000 | \$50 | all | \$50, buyers |
| Union Insurance Society, Limited | 12,000 | \$50 | all | \$50, buyers |
| Yangtze Insurance Association, Limited | 12,000 | \$50 | all | \$50, buyers |
| LAND AND BUILDING. | | | | |
| Hongkong Land Investment Agency Co., Ltd. | 50,000 | \$100 | all | \$100, buyers |
| Humphreys' Estate and Finance Co., Ltd. | 150,000 | \$10 | all | \$10, buyers |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$50 | all | \$50, buyers |
| Shanghai Land Investment Co., Limited | 78,000 | \$10 | all | \$10, buyers |
| West Point Building Co., Limited | 12,500 | \$50 | all | \$50, buyers |
| Manchong Building Co., Limited | 25,000 | \$10 | all | \$10, buyers |
| Landbouw exploitatie in Langkat | 25,000 | \$10 | all | \$10, buyers |
| MINING. | | | | |
| Chinese Engineering and M. Co., Ltd. | 1,000,000 | \$1 | all | \$1, buyers |
| Tonghai Mines, Limited | 160,000 | \$1 | all | \$1, buyers |
| Hawood Tin and Rubber Estate, Ltd. | 715,280 | \$1 | all | \$1, buyers |
| Ramb Australian Gold Mining Co., Ltd. | 200,000 | \$1 | all | \$1, buyers |
| Peak Tramways Co., Limited | 25,000 | \$10 | all | \$10, buyers |
| Philippine Co., Limited | 50,000 | \$10 | all | \$10, buyers |
| RAFFINERIES. | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | \$100, buyers |
| Luzon Sugar Refining Co., Limited | 7,000 | \$100 | all | \$100, buyers |
| STEAMSHIP COMPANIES. | | | | |
| China and Manila Steamship Co., Ltd. | 30,000 | \$25 | all | \$25, buyers |
| Douglas Steamship Co., Limited | 20,000 | \$50 | all | \$50, buyers |
| Hongkong, Canton & Macao S.S. Co., Ltd. | 80,000 | \$15 | all | \$15, buyers |
| Indo-China Steam Navigation Co., Ltd. | 60,000 | \$25 | all | \$25, buyers |
| Shell Transport & Trading Co., Limited | 2,500,000 | \$10 | all | \$10, buyers |
| Star Ferry Company, Limited | 10,000 | \$10 | all | \$10, buyers |
| South China Moring Post, Limited | 6,000 | \$25 | all | \$25, buyers |
| Steam Laundry Company, Limited | 20,000 | \$5 | all | \$5, buyers |
| STORES AND DISPENSARIES. | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | all | \$10, buyers |
| Wm. Powell, Limited | 15,000 | \$7 | all | \$7, buyers |
| Watkins, Limited | 10,000 | \$10 | all | \$10, buyers |
| A. S. Watson & Co., Limited | 90,000 | \$10 | all | \$10, buyers |
| Weissmann, Limited | 3,000 | \$10 | all | \$10, buyers |
| Gande Price & Co., Ltd. | 50,000 | \$10 | all | \$10, buyers |
| Societe des Pulpes et Papeteries du Tonkin | 15,000 | \$10 | all | \$10, buyers |
| Hongkong Steel Foundry Co., Ltd. | 15,000 | \$10 | all | \$10, buyers |
| United Asbestos Oriental Agency, Limited | 9,900 | \$10 | all | \$10, buyers |
| Union Waterboat Co., Limited | 100 | \$10 | all | \$10, buyers |
| RUBBER. | | | | |
| Para Rubber in London | | | | 4 1/2 per lb. sellers |
| Loans. | | | | |
| Chinese Imperial 1886 | Amount. | Value. | Interest. | Quotation. |
| | Tls. 767,200 | Tls. 250 | 7% p. annum | Par. |
| | | | | VERNON & SYMTH, Share Brokers |
| TO-MORROW | | | | |
| 2.30 P.M.—Auction of Valuable Household Furniture at 25, Lyndhurst Terrace, by Mr. Geo. P. Lammett. | | | | |
| FORTHCOMING EVENTS. | | | | |
| Wednesday, 3rd July— 3.30 P.M.—Hongkong General Chamber of Commerce General Meeting in City Hall. | | | | |
| NOTICE TO KOWLOON RESIDENTS | | | | |
| EXTRA COPIES of Daily Press are on Sale daily at the following Stores: KOWLOON BOOK STALL, Ferry Wharf Messrs. HUNG CHEONG, Haiphong Road | | | | |



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